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1-27. (CANCELED)

28. (CURRENTLY AMENDED) A six-gear or seven-gear vehicle transmission (1, 30) having a single clutch (K1), an input side of which is connected with a drive shaft (2) of a prime mover and an output side (3) with a single input shaft (4), [[two]] first and second countershafts (5, 6) upon which are rotatably supported gear wheels designed as idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36), gear wheels designed as fixed wheels (11, 12, 13, 14, 33, 37) non-rotatably situated upon said single input shaft (4) and in tooth contact with said idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36), coupling devices (22, 23, 24, 25, 31, 32) non-rotatably and axially movably supported upon said [[two]] first and second countershafts (5, 6) and movable by setting devices, the same as one and an output gear wheel (18, 19) fastened on each of the respective first and second countershafts (5, 6) and in tooth contact with [[one]] a toothing (20) [[on]] of a differential transmission (21),

wherein each two gear positions disposed in a shifting gate of one of an H- or multi-H-shifting gate (G1-G2; G3-G4; G5-G6; G7-RG) are associated in the transmission with two different coupling devices (22, 23, 24, 25, 31, 32), wherein, of said fixed wheels (11, 12, 13, 14, 33, 37) situated upon said single input shaft (4), at least two fixed wheels (12 or 37, 13, 14) are each in tooth contact with [[each]] two idler wheels (8, 15; 35, 36; 9, 16; 10, 17); and

an idler wheel (17) for a second gear (G2) is situated upon the first countershaft (5) and an idler wheel (10) for a reverse gear (RG) is situated upon the second countershaft (6), and a common fixed wheel (14) drives both idler wheels (10, 17).

29. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein an first idler wheel[[s]] (16 or 36) of a highest gear (G6 or G7) and an second idler wheel[[s]] (15 or 16) of a second highest gear (G5 or G6) are situated upon said second countershaft (6) while an third idler wheel[[s]] (9 or 35) of a third highest gear (G4 or G5) and an fourth idler wheel[[s]] (8 or 9) of a fourth highest gear (G3 or G4) are supported on said first countershaft (5).

30. (CANCELED)

31. (CURRENTLY AMENDED) The six-gear vehicle transmission according to claim 28, wherein the gears wheels in of the transmission, beginning from the single

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clutch (K1), are disposed as follows: reverse gear (RG) and second gear (G2), fourth gear (G4) and sixth gear (G6), third gear (G3) and fifth gear (G5), ~~the same as and~~ first gear (G1).

32. (CURRENTLY AMENDED - WITHDRAWN) The seven-gear vehicle transmission according to claim 28, wherein said gears ~~wheels~~ in of the transmission, beginning from the single clutch (K1), are disposed as follows: reverse gear (RG) and second gear (G2), fourth gear (G4) and sixth gear (G6), fifth gear (G5) and seventh gear (G7), ~~the same as and~~ first gear (G1).

33. (CURRENTLY AMENDED - WITHDRAWN) The seven-gear vehicle transmission according to claim 28, wherein said first and second countershafts (5, 6) are disposed either paraxially or forming an angle with said single input shaft (4).

34. (CURRENTLY AMENDED) ~~The six-gear or seven-gear vehicle transmission according to claim 28, wherein A six-gear or seven-gear vehicle transmission (1, 30) having a single clutch (K1), an input side of which is connected with a drive shaft (2) of a prime mover and an output side (3) with a single input shaft (4), first and second countershafts (5, 6) upon which are rotatably supported idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36), fixed wheels (11, 12, 13, 14, 33, 37) non-rotatably situated upon said single input shaft (4) and in tooth contact with said idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36), coupling devices (22, 23, 24, 25, 31, 32) non-rotatably and axially movably supported upon said first and second countershafts (5, 6) and movable by setting devices, and an output gear wheel (18, 19) fastened on each of the first and second countershafts (5, 6) and in tooth contact with a tooth (20) of a differential transmission (21),~~

~~wherein each two gear positions disposed in a shifting gate of one of an H- or multi-H-shifting gate (G1-G2; G3-G4; G5-G6; G7-RG) are associated in the transmission with two different coupling devices (22, 23, 24, 25, 31, 32), of said fixed wheels (11, 12, 13, 14, 33, 37) situated upon said single input shaft (4), at least two fixed wheels (12 or 37, 13, 14) are each in tooth contact with two idler wheels (8, 15, 35, 36; 9, 16; 10, 17); and~~

~~distances of said [[two]] first and second countershafts (5, 6) from said single input shaft (4) are different and said output gear wheels (18, 19) upon said [[two]] first~~

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and second countershafts ([[3, 4]] 5, 6) form, with said output toothings (20) [[on]] of said differential transmission (21), reduction ratios of different magnitude. ♦♦

35. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein said output gear wheels (18, 19) are situated on the near ends of said [[two]] first and second countershafts (5, 6) pointing to adjacent said single clutch (K1). ♦♦

36. (CANCELED)

37. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein fourth gear (G4) and reverse gear (RG) with a common coupling device (23) are alternatively non-rotatably connectable with said first countershaft (5) by a common coupling device (23), the same as and second gear (G2) and sixth gear (G6) with one other common coupling device (25) are alternatively non-rotatably connectable with said second countershaft (6) by another common coupling device (25). ♦♦

38. (CURRENTLY AMENDED) The six-gear vehicle transmission according to claim [[28]] 37, wherein first gear (G1) and third gear (G3) with a common coupling device (22) are alternatively non-rotatably connectable with said first countershaft (5) by a third common coupling device (22), the same as and fifth gear (G5) is non-rotatably connectable with one other coupling device (24) with said second countershaft (6) by a fourth coupling device (24). ♦♦

39. (CURRENTLY AMENDED - WITHDRAWN) The six-gear vehicle transmission according to claim [[28]] 37, wherein first gear (G1) and fifth gear (G5) with a common coupling device (31) are alternatively non-rotatably connectable with said first countershaft (5) by a third common coupling device (31), the same as and third gear (G3) and seventh gear (G7) are alternatively non-rotatably connectable with one other common coupling device (32) with said second countershaft (6) by a fourth common coupling device (32). ♦♦

40. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein said coupling devices (22, 23, 24, 25, 31, 32) are one of positive fit dog clutches [[or as]] and shifting sets. ♦♦

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41. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 40, wherein each one of the coupling devices (22, 23, 24, 25, 31, 32) comprises one sliding sleeve axially movable upon one of the respective first and second countershafts (5, 6) but non-rotatably connected therewith, the same as and synchronizer rings disposed on one of a right and a left both sides thereof. ◆◆◆

42. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein an idler wheel (7) for a first gear (G1) and said gear idler wheels ([7,]17, 10) of one or more of first gear (G1), of for the second gear (G2) and of a for the reverse gear (RG) are situated in an area of a front side of [[a]] the transmission housing. ◆◆◆

43. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein an idler wheel (7) for a first gear (G1) and said gear idler wheels ([7,]17, 10) of one or more of first gear (G1), of for the second gear (G2) and of a for the reverse gear (RG) are situated in a central area of the transmission. ◆◆◆

44. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein said single clutch (K1) is one of a powershift multi-disc clutch [[or]] and a one-disc clutch. ◆◆

45. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein one separate starting element is situated according to a driving technique between said drive shaft (2) of the prime mover and an input side of said single clutch (K1). ◆◆◆

46. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein [[one]] a torsional vibration damper is located between said single clutch (K1) and said drive shaft (2) of the prime mover. ◆◆◆

47. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein at least one or more of said [[two]] first and second countershafts (5, 6) and at least said single input shaft (4) are connected with a non-wearing transmission brake (retarder). ◆◆

48. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein at least one other gear wheel is situated on at least one ◆◆

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or more of said [[two]] first and second countershafts (5, 6) and on said single input shaft (4) ~~at least one other gear wheel is situated for [[an]] driving an auxiliary unit.~~

49. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein ~~at least one electric generator is driven by at least [[with]]~~ one or more of said first and second countershafts (5, 6) and said single input shaft (4) ~~at least one electric generator.~~

50. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein one generator is driven [[from]] by the input side of said single clutch (K1).

51. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein said differential transmission (21) is one of a power divider differential transmission and a length divider differential transmission.

52. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein [[a]] said setting devices, for actuating said coupling devices, [[is]] are actuated either manually or with servo assistance.

53. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim [[52]] 28, wherein said setting devices are actuatable with servo assistance and have piston-cylinder systems which [[is]] are actuated by one of a hydraulic or a pneumatic pressure medium.

54. (CURRENTLY AMENDED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein said setting device are actuatable by one or more of manually and with servo assistance and each comprises one mechanical conversion device (Fig. 3) which converts a selector lever movement in a shifting gate of an H- or multi-H shifting gate from one gear position to a next gear position (G1-G2; G3-G4; G5;G6; G7-RG) in actuation movements for two shifting sets (22, 23, 24, 25, 31, 32) in said transmission (1, 30).

55. (PREVIOUSLY PRESENTED) The six-gear or seven-gear vehicle transmission according to claim 28, wherein the single clutch is one of a starting clutch and a selector clutch.

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56. (PREVIOUSLY PRESENTED) The six-gear or seven-gear vehicle transmission according to claim 45, wherein the one separate starting element is a hydrodynamic torque converter.

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